

**CITY OF SEATTLE**  
**RESOLUTION \_\_\_\_\_**

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4 A RESOLUTION relating to the State Route 520, Interstate 5 to Medina Bridge Replacement  
5 and High Occupancy Vehicle Project; recognizing the completion of a design refinements  
6 effort and a recommendations report for the west side portion of the project and  
7 recommending actions by the City of Seattle and State of Washington based on results of  
8 this effort.  
9

10 WHEREAS, the Washington State Department of Transportation (WSDOT) led the Seattle  
11 Design Process (Process) in collaboration with The City of Seattle (City) as intended by  
12 the Memorandum of Understanding (MOU) executed by Ordinance 123733 in October  
13 2011, consistent with the Preferred Alternative, baseline design features, and  
14 environmental footprint of the State Route 520, Interstate 5 to Medina Bridge  
15 Replacement and High Occupancy Vehicle Project (Project) as approved by the Federal  
16 Highway Administration's Record of Decision; and

17 WHEREAS, Resolution 31411, adopted in September 2012, identified the findings of the  
18 technical report entitled Establishment of Triggers, Second Montlake Bridge Workgroup  
19 (Triggers Report) and the recommendations of the City Council regarding the building of  
20 a second bascule bridge over the Montlake Cut; and

21 WHEREAS, the City Council cited certain findings of the Triggers Report in Section 1 of  
22 Resolution 31411 and requested and recommended certain actions in Section 2 of that  
23 Resolution as follows:

24 that current levels of service for bicycles and pedestrians approach, and at times  
25 exceed, thresholds defined by City policies included in the Seattle Comprehensive Plan  
26 (2005), Seattle Bicycle Master Plan (2007), and the Seattle Pedestrian Master Plan

1 (2009), and therefore action within the next five years is appropriate to address the  
2 capacity limitation on the current bridge;

3 that the 2.5-mile corridor containing the Montlake Bridge is the source of transit  
4 delay but is not the critical factor in creating transit delay or increased travel time, and  
5 therefore the city requested that the Seattle Department of Transportation (SDOT) work  
6 with King County Metro and WSDOT to identify and implement other transit  
7 improvements in the corridor and monitor the effects of those improvements;

8 that mainline operations on SR 520 are affected by the Montlake Bridge only  
9 when the bridge opens for traffic and queues form on the SR 520 off-ramps, though the  
10 bridge does not open during peak hours and therefore does not affect mainline operations  
11 at those times, so because a second bridge would open simultaneously for marine traffic,  
12 it would improve these conditions only marginally; and

13 that taking current bicycle, pedestrian, and transit performance and mainline  
14 operations into account, it is likely that a second Montlake bascule bridge would not  
15 deliver benefits that justify its cost and impact, and it was recommended to WSDOT and  
16 the State Legislature that a second Montlake bridge not be constructed within the  
17 foreseeable future;

18 WHEREAS, in October and November 2012, the State briefed the City Council on the Process,  
19 and the Council itself received public comments on the Process and the resulting design  
20 recommendations, and in December 2012, the State issued the Final Report on the  
21 Process; and

22 WHEREAS, Resolution 31427, adopted in February 2013, endorsed the general vision expressed  
23 in the Final Report, but requested in Section 3 of the resolution that the City and the State

1 continue to develop and evaluate options in respect to the following issues and  
2 recommendations in the Final Report: Roanoke Area, Portage Bay Bridge, Montlake  
3 Area, and bicycle, pedestrian and multimodal connections generally; and

4 WHEREAS, the City recognizes the work completed through the 2014 SR 520 Design  
5 Refinements effort, which through practical design addresses the issues and  
6 recommendations identified in Sections 3, 4, and 5 of Resolution 31427; NOW,  
7 THEREFORE,

8 **BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF SEATTLE, THE**  
9 **MAYOR CONCURRING, THAT:**

10 Section 1. The City concurs with the recommendations included in the SR 520 West Side  
11 Final Concept Design Report:

12 A. Portage Bay Bridge

13 (1) A box girder style bridge, as endorsed by the Seattle Design Commission, as a  
14 practical solution.

15 (2) A 14-foot wide shared use path on the south side of the bridge with connections at  
16 the ends of the bridge to the bicycle and pedestrian network.

17 B. Montlake Area

18 (1) Develop an urban trailhead and mobility hub on the western portion of the  
19 Montlake lid that includes transit, bicycle and pedestrian facilities, with safe  
20 connections and open space for community activity.

21 (2) Create a lid on the eastern portion of the Montlake lid, a practical solution that  
22 emphasizes better connections between neighborhoods and for bicycles and  
23 pedestrians, provides more usable open space, reduces visibility of the SR 520

1 mainline structure, and improves safer bicycle and pedestrian undercrossings. The  
2 lid includes an approximately 70-foot wide “land bridge” (one permitting only  
3 non-motorized vehicles and pedestrians) that connects the Washington Arboretum  
4 north to the former Museum of History and Industry site.

5 (3) Continue to integrate constructed wetland facilities into existing East Montlake  
6 Park and shoreline area.

7 C. Multimodal Connectivity

8 (1) Provide a non-motorized path on the south side of the Portage Bay Bridge that  
9 completes the SR 520 Regional Shared Use Path (RSUP) from Eastside  
10 communities to Seattle and Interstate 5.

11 (2) Create a new and safe connection from 10<sup>th</sup> Avenue East and Delmar lid to the  
12 shared use path to Broadway and the Harvard Avenue East neighborhood  
13 greenway to downtown Seattle.

14 (3) Design safe and architecturally-integrated at-grade and separated connections for  
15 bicycles and pedestrians to and from the shared use path on Portage Bay Bridge.

16 (4) Straighten and widen the Bill Dawson Trail to improve safety and visibility with  
17 separation of cyclists and pedestrians.

18 (5) Provide raised crosswalks or surface treatments at crossings to improve  
19 wayfinding, enhance bicycle and pedestrian safety, provide vehicle traffic  
20 calming and reinforce the Olmstead boulevard character.

21 (6) Coordinate on a University of Washington-developed waterfront recreational trail  
22 to provide bicycle and pedestrian access along Portage Bay and the Montlake Cut  
23 with connections under Montlake Boulevard and Walla Walla Lane.

- 1           (7) Shorten pedestrian crossings by narrowing lanes and eliminating free vehicle  
2           movements with signalized intersections to enhance safety and traffic calming  
3           within the project area.
- 4           (8) Improve pedestrian experience at the interchange over SR 520 mainline by  
5           widening the path on both sides of Montlake Boulevard and improving the portal  
6           edge on the west side of Montlake Boulevard with buffered plantings.
- 7           (9) Continue refinement of proposed improvements to connections along the west  
8           side of Montlake Boulevard. If existing physical constraints change in the future,  
9           WSDOT and City of Seattle may pursue other opportunities to further improve  
10          conditions for pedestrians and cyclists.
- 11          (10) Develop a safe, separated and direct multi-use connection from the Portage Bay  
12          Bridge along the north side of East Roanoke Street to Montlake Boulevard.
- 13          (11) Reconfigure the intersection at East Roanoke Street and East Montlake Place for  
14          improved legibility, traffic calming, and a safe and more direct connection  
15          between Montlake neighborhood greenways.
- 16          (12) Provide signed intersections at East 24<sup>th</sup> Street and East Lake Washington  
17          Boulevard to enhance bicycle and pedestrian safety, provide vehicle traffic  
18          calming, and reinforce Olmstead boulevard character and neighborhood scale.
- 19          (13) Create a non-motorized land bridge east of 24<sup>th</sup> Avenue East to allow for a north-  
20          south, barrier-free crossing connecting the Washington Park Arboretum, East  
21          Montlake Park and access to transit.

1 (14) Develop a new undercrossing under SR 520 at the Lake Washington shoreline,  
2 providing safe pedestrian and bicycle connections between East Montlake Park  
3 and the Arboretum.

4 Section 2. Consistent with Resolution 31411, the City continues to support the position  
5 that improvements made by a second Montlake bascule bridge are unlikely to yield the benefits  
6 that justify the cost and environmental impact of a bridge. The City supports additional bicycle  
7 and pedestrian capacity in the Montlake corridor and therefore requests that the State further  
8 study and evaluate options for a bicycle and pedestrian bridge across the Montlake Cut  
9 crossing based on the following:

10 A. It is a more cost-effective, practical solution to improve safety for bicycles and  
11 pedestrians over the Montlake Cut.

12 B. Given current and planned multimodal investments including the Washington State  
13 Department of Transportation SR 520 RSUP, the Sound Transit University Link  
14 Light Rail Station, and improvements to the Montlake Triangle area, a bicycle and  
15 pedestrian bridge structure is appropriate to meet the increased demand expected  
16 within the next five years and for the foreseeable future.

17 C. It is consistent with the City's Bicycle Master Plan and its identification of an  
18 improved crossing of the Montlake Bridge as a catalyst project that improves a  
19 chokepoint in the bicycle network by closing network gaps and increasing safety by  
20 building bicycle facilities friendly to persons of all ages and abilities.

21 D. It is consistent with the SR 520 project statement of purpose and need in the Record  
22 of Decision to improve mobility for people and goods within the SR 520 corridor,  
23 which includes Montlake Boulevard.

1           Section 3. In order to achieve benefits identified in Section 2, the City expects that the  
2 State utilize resources currently identified for a second Montlake bascule bridge for a non-  
3 motorized bridge and other improvements that enhance mobility for those traveling to, from  
4 and through the SR 520 corridor and minimize impacts on affected neighborhoods.

5           A. Transit Priority Enhancements

6           The extent of the transit improvements is from Boyer Avenue and 24<sup>th</sup> Avenue  
7 E to the south, extending to Montlake Boulevard and NE 45<sup>th</sup> Street and 15<sup>th</sup>  
8 Avenue NE and NE 45<sup>th</sup> Street to the north. Examples of transit improvements  
9 may include transit only or business access and transit (BAT) lanes and signal  
10 improvements such a queue jump within this area. The improvements are  
11 consistent with the SR 520 project purpose to improve mobility for people and  
12 goods within the SR 520 corridor from Seattle to Redmond, given that regional  
13 bus service relies on Montlake Boulevard to access the corridor and is  
14 consistent with the State’s “practical design” objectives. The improvements are  
15 consistent with the City’s Transit Master Plan, which identifies the Rainier  
16 Valley to University District corridor, including the Montlake Bridge, as a high  
17 priority for improvements to transit reliability and travel times. The State and  
18 SDOT should further coordinate to define and implement these transit  
19 improvements.

20           B. Traffic Enhancements in the Montlake Boulevard and 23<sup>rd</sup> Avenue Corridors

21           The extent of the improvements is 23<sup>rd</sup> Avenue East and Madison Street to the  
22 south, extending to Montlake Boulevard and NE 45<sup>th</sup> Street and 15<sup>th</sup> Avenue NE  
23 and NE 45<sup>th</sup> Street to the north and west towards Roanoke Avenue and Harvard

1 Avenue. Examples of improvements include traffic signal upgrades, bus stop  
2 improvements, travel time information, pedestrian safety enhancements, real-  
3 time traveler information and cameras to monitor traffic levels and incidents in  
4 this area. These types of improvements provide a benefit to neighborhoods  
5 affected by project construction and should be coordinated with prior phases of  
6 the City's 23<sup>rd</sup> Avenue Corridor project to ensure an integrated approach to the  
7 corridor. The State and SDOT should further coordinate to define and  
8 implement these traffic improvements.

9 C. Multimodal Network Enhancements

10 (1) A bicycle and pedestrian bridge, at least 22 feet wide, crossing the Montlake  
11 Cut, as requested in Section 2 of this Resolution.

12 (2) Approaches for the bicycle and pedestrian bridge that are safe, functional and  
13 consistent with bicycle and pedestrian infrastructure north and south of the  
14 Montlake Cut crossing.

15 (3) Completion of the bicycle connection provided by the State from the 10<sup>th</sup> and  
16 Delmar lid via Broadway to the proposed City greenway at Harvard Avenue  
17 East.

18 (4) Completion of the connections from the 14-foot shared use path on the Portage  
19 Bay Bridge along East Roanoke Street from West Montlake Place to 22<sup>nd</sup>  
20 Avenue East, extending to 24<sup>th</sup> Avenue East.

21 Section 4. The City expects that during final design of the project, the State will refine  
22 and incorporate the following components:

1 (1) Use of high quality materials and landscaping consistent with the character of  
2 surrounding neighborhoods and incorporation of Crime Prevention through  
3 Environmental Design (CPTED) principles. A landscape maintenance plan and  
4 agreement should be developed in coordination with the City of Seattle.

5 (2) Maximization of safety, functionality and attractiveness of project intersections,  
6 pedestrian crossings, undercrossings and pathways to allow for users of all ages  
7 and abilities. Examples of strategies may include, but are not limited to,  
8 pedestrian refuges and further widening of the portal edge on the west side of  
9 Montlake Boulevard to enhance pedestrian experience. Additional refinements  
10 to the current design should align with the City of Seattle Complete Streets  
11 policy.

12 (3) A design solution for the Bill Dawson Trail supported by the City and  
13 community groups. The City expects WSDOT to continue to work with  
14 National Oceanic and Atmospheric Administration (NOAA) to resolve  
15 remaining issues and develop a revised design that provides safe and separated  
16 connections for bicycle and pedestrians on the Bill Dawson Trail north to the  
17 west side of Montlake Boulevard and east-west under Montlake Boulevard E.  
18 These connections should be designed with clear sight lines for all users,  
19 lighting for visibility and incorporate CPTED principles of natural surveillance.  
20 Expression of the City's continued support is contingent on this revised design.

21 (4) Enhanced design of the Portage Bay Bridge, consistent with Seattle Design  
22 Commission recommendations, that minimizes visual impacts with particular  
23 attention to the appropriate volume and scale of signage.

1 (5) Demonstrate appropriate design sensitivity within the Montlake and Roanoke  
2 historical districts.  
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5 Section 5: The City expects that during construction of the project, the State  
6 Department of Transportation will consider improvements that minimize project impacts on  
7 the neighborhood and community for implementation first, before the remainder of the project  
8 is built. This includes mobility improvements outlined in Section 3, items A and B. The City  
9 also expects the State to minimize construction impacts by employing strategies that limit or  
10 contain construction noise and minimize the use of city streets as haul routes during  
11 construction.  
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14 Section 6: The City supports the State's effort to incorporate practical design into  
15 remaining components of the SR 520 project. Recommendations included in the SR 520 West  
16 Side Final Concept Design Report reflect these efforts. However, the City expects that  
17 practical design elements be implemented that are not detrimental to those project components  
18 most crucial to the City and include a continued emphasis on quality materials.

19 Section 7: The City expects final phases of SR 520 not to be completed incrementally.  
20 Funding and construction of the remaining components should allow for the project to be  
21 completed in the shortest duration possible, with a focus on limiting impacts to neighborhoods  
22 and communities in the project area.  
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25 Adopted by the City Council the \_\_\_\_ day of \_\_\_\_\_, 2015, and signed  
26 by me in open session in authentication of its adoption this \_\_\_\_\_ day

1 of \_\_\_\_\_, 2015.

2 \_\_\_\_\_  
3 President \_\_\_\_\_ of the City Council

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5 THE MAYOR CONCURRING:

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7 \_\_\_\_\_  
8 Edward B. Murray, Mayor

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11 Filed by me this \_\_\_\_ day of \_\_\_\_\_, 2015.

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13 \_\_\_\_\_  
14 Monica Martinez Simmons, City Clerk

15  
16 (Seal)

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